

# The Hong Kong Telegraph.

No. 99.]

HONGKONG, FRIDAY, OCTOBER 7TH, 1881.

[PRICE—\$16 PER ANNUM.]

## Shipping.

FOR SYDNEY AND MELBOURNE.

Taking through Cargo for Queensland Ports and New Zealand.

**THE EASTERN AND AUSTRALIAN STEAMSHIP COMPANY'S STEAMER "CATTERTHUN,"** will be despatched as above on or about the 18th October.

For Freight or Passage apply to **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, 28th September, 1881.

FOR SAN FRANCISCO.

**THE 100 A1 British Steamship "CASAPEDIA,"** W. A. Fraser, Master, will load for the above port, and will have quick despatch.

For Freight, or Passage apply to **RUSSELL & Co.** Hongkong, September 26th, 1881.

## Notices to Consignees.

NOTICE TO CONSIGNEES.

**THE Steamship "JAPAN,"** Captain T. S. Gardner, from Calcutta, Penang, and Singapore.

The above steamer having arrived, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding her discharge or remaining on board after the 10th instant, will be landed and stored at Consignee's risk and expense and no Fire Insurance will be effected.

Consignees are hereby informed that they will be required to sign the General Average Bond before taking delivery of their goods.

**DAVID SASSOON, SONS & Co., Agents.** Hongkong, 7th October, 1881.

## Intimations.

NOTICE.

**GOODS** received on STORAGE, at the Blue Building Godowns, Marine Lot 65, Prayer East, and advances made on the receipt.

**J. M. GUEDES, JUN.** Hongkong, 3rd October, 1881.

**G. FALCONER & Co.,**

**WATCH AND CHRONOMETER MANUFACTURERS**

**AND JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.** No. 46, QUEEN'S-ROAD CENTRAL.

**Chs. J. GAUPP & Co.**

**CHRONOMETER, WATCH, AND CLOCK-MAKERS, Jewellers, Silver-smiths, and Opticians.**

**Charts and Books. Nautical Instruments.**

Sole Agents for **Louis Audemars' Watches;** awarded the highest Prizes at every Exhibition;

and for **Voigtlander and Sohn's** Celebrated OPERA GLASSES, MARINE GLASSES, and SPYGLASSES No. 33, Queen's-road Central.

**D. K. GRIFFITH & Co.** MANUFACTURERS OF THE LONDON AERATED WATERS, AND GENERAL AGENTS. 7, Beaconsfield Arcade.

## Auctions.

PUBLIC AUCTION.

**THE** Undersigned has received instructions to Sell by Public Auction,

**TO-MORROW,**

The 8th instant, at Noon, on board the Steamer now lying off Yow-Ma-Ti, the Hull, Sheathing Metal, and Boilers of the steamer "KINSHAN" in one lot.

Also a lot of **OLD MACHINERY** ex steamer *Poyang*, which can be seen in the Hongkong, Canton, and Macao Steamboat Company's Godown at Wanchai.

Terms:—Cash on the fall of the hammer. The lots to be at Purchaser's risk on the fall of the hammer.

A steam launch will convey intending purchasers from the Company's Wharf to the Steamer at 11.45 a.m. on the day of Sale.

**H. N. MODY, Auctioneer.** Hongkong, 1st October, 1881.

## Intimations.

**TAKASIMA COLLIERY.**

**JARDINE, MATHESON & Co., Agents.**

**BEST LARGE TAKASIMA COAL,**

at \$7 per ton F.O.B., in quantities to suit purchasers.

Apply to **T. G. GLOVER.** Hongkong, 6th October, 1881.

NOTICE.

**I** Have this day established myself as Merchant and General Commission Agent, under the style of **W. G. HUMPHREYS & Co.**

**W. G. HUMPHREYS.** Bank Buildings, Hongkong, 1st October, 1881.

**Afong, Photographer,**

**HAS A LARGER COLLECTION OF VIEWS** than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of

**D. K. GRIFFITHS,** Studio 8, Queen's-road.

**HONGKONG TIMBER YARD, WANCHAI.**

**OREGON PINE SPARS AND LUMBER** always on hand.

**L. MALLORY, Proprietor.** Hongkong, 24th June, 1881.

**William Schmidt & Co.** GUNMAKERS, &c.

**BEACONSFIELD ARCADE.**

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

**J. ULLMANN & Co.**

42, QUEEN'S-ROAD, CENTRAL, 42. Importers of **WATCHES, CLOCKS, MUSICAL BOXES, MARINE and EYE GLASSES,** in great varieties, and General Goods. *N.B.*—Watches carefully repaired at moderate rates.

## Intimations.



**SEALED TENDERS** will be received by the Undersigned on or before **MONDAY**, the 24th instant, at Noon, for the building of a **TORPEDO MOORING STEAMER** and a **WOODEN TORPEDO LIGHTER** (including machinery), according to Specifications and Conditions, which can be seen on application to the Naval Storekeeper's Office.

The Naval Storekeeper reserves to himself the right to reject the lowest or any Tender.

**E. B. JOREY, Naval Storekeeper.** H.M. Naval Yard, Hongkong. 3rd October, 1881.



**V. R. GOVERNMENT NOTIFICATION.** No. 219.

## SALE OF THE OPIUM FARM.

Notice is hereby given, that **TENDERS** for the PRIVILEGE of PREPARING and SELLING PREPARED OPIUM within the Colony for the term of ONE, TWO, or THREE YEARS from the 1st of March, 1882, under the provisions of Ordinance No. 2 of 1858, No. 1 of 1859, and No. 7 of 1879, will be received at this Office until Noon on **MONDAY**, the 24th October, 1881.

Each Tender should specify the monthly payment offered for the period above-mentioned.

The Government does not bind itself to accept the highest or any Tender.

Should the highest Tender be less than the sum the Governor thinks a fair price for the Opium Farm, His Excellency in Council will grant Licences direct under Section 3 of the Ordinance, and take such further steps as may be necessary to realize a fair price.

By His Excellency's Command, **M. S. TONNOCHY, Acting Colonial Secretary.** Colonial Secretary's Office, Hongkong, 20th August, 1881.

**RECORD of AMERICAN and FOREIGN SHIPPING.**

**Agents, ARNHOLD, KARBERG & Co.** Hongkong, 15th June, 1881.

**THE** Undersigned have been appointed AGENTS to the **NEW YORK BOARD of UNDERWRITERS.**

**ARNHOLD, KARBERG & Co.** Hongkong, 15th June, 1881.

**LE CERCLE-TRANSPORTS. SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.**

CAPITAL SUBSCRIBED...15,000,000 Francs. CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

**ARNHOLD, KARBERG & Co.** Hongkong, 15th June, 1881.

**J. AND R. TENNENT'S ALE and PORTER.**

**DAVID CORSEAR & SONS' Merchant Navy Navy Boiled Long Flax Crown** } CANVAS, **ARNHOLD KARBERG & Co.** Hongkong, 15th June, 1881.

**C. L. THEVENIN.**

**WINE AND SPIRIT MERCHANT, AND COMMISSION AGENT. HONGKONG HOTEL BUILDING, QUEEN'S-ROAD CENTRAL.**

## For Sale.

By SPECIAL APPOINTMENT TO **H.E. THE GOVERNOR OF HONGKONG,**

AND TO

**H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.**

**T. N. DRISCOLL,**

**TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER,**

**No. 6, QUEEN'S ROAD CENTRAL,**

*Next door to the Chartered Bank of India, Australia, and China.*

Is now showing a large and well selected Stock of **Black and Blue BROADS and DOESKINS.**

**VENETIANS, CASSIMERES.**

**MELTONS, French, and West of England COATINGS.**

**SUITINGS, VESTINGS, and TROWSERINGS.**

**Black, Blue, and Brown BEAVERS.**

**ELYSIANS. French WITNEYS.**

**NAPS and PILOTS for OVERCOATINGS.**

**Irish FRIEZES for ULSTERS,** in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

**SAYLE & CO.'S SHOWROOMS.**

*Autumn and Winter Fashions.*

**SAYLE & Co.** will make their

**FIRST SHOW on TUESDAY NEXT, OCTOBER 4th,** and following days.

**Parisian and English Novelties in all Departments.**

<b>Dresses,</b>	<b>Hosiery,</b>
<b>Millinery,</b>	<b>Ribbons,</b>
<b>Mantles,</b>	<b>Laces,</b>
<b>Satins,</b>	<b>Hats,</b>
<b>Silks,</b>	<b>Kid Gloves,</b>
<b>French and English Boots and Shoes, &amp;c., &amp;c.</b>	

*N.B.*—The **DRESSMAKING DEPARTMENT** is now in full working order, under competent **EUROPEAN SUPERVISION.**

**VICTORIA EXCHANGE, HONGKONG.**

Hongkong, 30th September, 1881.

**KELLY & WALSH'S**

**CHEAP AND LIGHT LITERATURE.**

**New Tauchnitz Volumes.**

The Black Robe, by Wilkie Collins.  
Mary Marston, by Geo. Macdonald.  
From the Wings, by B. H. Burton.  
A Confidential Agent, by Jas. Payn.  
He that will not when he may, by Mrs. Oliphant.  
Asphodel, by Miss Braddon.

Second Thoughts, by Rhoda Broughton.  
Countess of Bonneval, by Lady Falterton.  
The Hunters at Launin' Head, by Mrs. Lynn Linton.  
Dr. Wortle's School, by A. Trollope.

**New Novels at 75 cents.**

Moths, by Ouida.  
A Tangled Skein, by the Author of Filthy Lucre.  
The Capel Girls, by Ed. A. Garrett.  
High Spirits, by James Payn.  
A Pink Wedding, by R. M. Jephson.  
Mr. Dorillon, by Jean Middlemass.

Lord Beaconsfield's Novels.  
Ready Money Moribond Series of Novels.  
Charles Lever's Novels.  
Whyte Melville's Novels.  
Wilkie Collins's Novels.  
Ouida's Novels.  
Miss Braddon's Novels.

**Useful Hand Books, 50 cents. each.**

Familiar French Quotations.  
Familiar Latin Quotations.  
Dictionary of Blunders.  
The Secretary's Assistant.  
Plutarch's Lives.

Rejected Addresses.  
Bible Truths with Shaksperian Parallels.  
Dictionary of English Proverbs.  
Companion Letter Writer.

Hongkong, 1st October, 1881.

**ED. CHASTEL & CO.,**

**WINE MERCHANTS,**

*Marine House, 15, Queen's-road.*

**HAVE** for sale ex recent arrivals, Light Breakfast **CLARETS** in quarts and pints. After Dinner **CLARETS** in quarts and pints.

**CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE OLOS DE MAURIN, &c. &c.**

**De St. Marcéaux & Co's CHAMPAGNE** in quarts, pints and half-pints. **CLARET in WOOD.**

**CHARTREUSE, OURAÇOA, MARASCHINO.** Price list on application.



**A. S. WATSON & Co.**  
WHOLESALE AND RETAIL  
DRUGGISTS,  
GENERAL CHEMISTS,

AND  
Manufacturers of the following  
AERATED WATERS, viz:  
SODA, TONIC, SANSAPARILLA,  
AND POTASH, LEMONADE,  
GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
Orders.

HONGKONG DISPENSARY.

HONGKONG.

SHANGHAI PHARMACY,

SHANGHAI.

CANTON DISPENSARY,

CANTON.

THE DISPENSARY,

FOOCHOW.

DEATH.

At Pinang, on the 21st September, M. T. Dorai,  
aged 57 years.

THE

**Hongkong Telegraph.**

HONGKONG, 7TH OCTOBER, 1881.

In a recent number of the *St. James's Gazette* appears an article under the heading "England's Growth in a Century." It is a very ably written condensed commercial history of our country during the past century, which must prove of great interest to our readers, and we therefore reproducing it:—

"The commercial and industrial history of Great Britain is as yet unwritten. For the last twenty-six years ample statistics are accessible; but they become more and more rare as we travel backward from 1854. Some facts, however, of primary importance may be grasped, and these serve as milestones in the history of the past. We can trace the increase of our population with precision from 1801; we can trace the history of our commerce, as measured by imports and exports, back to 1696; and if the question be approached in the temper of the impartial historian—taking no account of party movement or political theory, but strictly confining ourselves to the course of industrial activity and progress—we shall see how rarely the politician has the influence that he imagines himself to exert on the public welfare.

"At the time when France was convulsed by the terrible uprising which destroyed the relics of her feudal system, a revolution of a very different nature was being prepared and wrought out in England. The troubles of 1745 called the attention of those responsible for the military defence in the country to the infamous state of the roads. In North Britain roads properly so called were almost non-existent before the good work of road making carried out by General Wade. In England in 1758 Brindley—by the construction of the Bridgewater Canal—commenced a system of inland water communication which first awoke the spirit of industrial activity. In 1769 Arkwright by his inventions for preparing, carding, and spinning cotton by machinery driven by water-power, laid the foundation of the factory system. In 1781 Watt succeeded in producing rotary motion by steam. In 1787 Cartwright invented cloth-weaving by steam-power. Telford meantime was linking London with Liverpool, Dublin, and Edinburgh miles in Ireland. In 1829 the great discovery of the blast—the very life of the locomotive—was made. In 1830 the Liverpool and Manchester Railway was opened; and by 1854, the first year for which clear Parliamentary returns exist, 8,053 miles of railway had been by excellent roads, which Macadam in 1815 made as available in winter as in summer. By 1821, 24,581 miles of turnpike road had been constructed in England and Scotland, and 8,000 laid in the United Kingdom at the cost of £368,000,000. The names and dates above given are but as single seeds of

future harvests—samples of those mighty handfuls which were thrown broadcast by the sturdy genius of English invention. The harvest, thickening year by year, was the main source of the wealth and power of the English nation; and the application of science to industry was aided and enforced by the rapid growth of the population. Everything was growing in England for more than a century and a half, except the size of the island; and even as to this, engineering skill added, between 1867 and 1880, 2,000,000 of acres to the cultivated area of the British Islands. A whole county was reclaimed from sea and morass in the Fen districts.

Of the growth of the population of England we have no trustworthy account before the commencement of the present century. In 1801, the inhabitants of England and Wales, in round numbers, were 8,890,000. In 1700, if the same rate of increase prevailed in the eighteenth as that noted in the nineteenth century, the number could not much have exceeded 3,000,000. It is, however, more probable that the rate of increase was then lower. In the first part of the present century, from 1801 to 1841, the increase has been at the rate of 188 per cent., from 8,890,000 to 15,900,000. From 1841 to 1881 it has been somewhat less rapid, or at the rate of 163 per cent., with a result of 26,000,000 souls—very nearly trebling in eighty years.

The patient toil of Cesar Moreau has furnished us with a statement of the commerce of Great Britain, as measured by its imports and exports, and by the tonnage of its vessels, from the year 1697 to the year 1823. Taking round figures, we find that the total tonnage of both entering and clearing vessels, in 1700, was about 30,000 tons. In 1720 it had risen to 42,000; in 1760 it was about 60,000 tons; in 1800 about 175,000 tons. In 1840, the aggregate tonnage of British and foreign vessels, sailing and steam, entering and clearing ports in the United Kingdom, with cargo or in ballast, was 9,500,000 tons. In 1880 the figures for the same trade amounted to 58,736,000 tons, showing a fraction more than sextupling in forty years.

If we endeavour to form some estimate of that increase in the mechanical motor power to which so much of this increased activity of commerce is due, we must look at our collieries. The numbers of tons of coal raised in 1800 is difficult now to ascertain; but it is known how much was raised in that year in the South Wales district; and if we suppose this quantity to bear the same proportion to the total output that it did in 1817—as stated when the subject was brought before the Institution of Civil Engineers, in 1849), we arrive at the total of 16,666,660 tons for 1800. In 1854, the output was 64,660,000 tons; in 1880, 133,808,000 tons having increased above eightfold in eighty years. In 1869 it was estimated that out of the 107 million tons of coal won in that year twenty-five millions were consumed in producing steam-power for manufactures, and five millions more for locomotion by land and by sea. A similar proportion for 1880 would raise the thirty million tons of 1860 to thirty-six millions. In 1854 the proportion would have been a little over nineteen millions of tons of coal used in raising steam for mechanical work is under-estimated if set down as equal to that of 200,000 horses. A consumption of nineteen millions of tons of coal, costing under £6,000,000 at the pit's mouth, must have effected the work of 3,800,000 horses, which is worth more than £266,000,000. The consumption of thirty-seven millions of tons of coal represents the work of 7,400,000 horses. Thus the gain of £260,000,000 in 1854, rising to above £500,000,000 in 1880, is an under-estimate of the net profit earned by that portion of our coal supply is devoted to feeding the fires of steam-engines. And that source of profit, be it more or less than the above estimate, is all clear addition to the earning power of the country since the year 1781. The number and power of the steam-engines at work in the United Kingdom are unknown. But as to the application of steam to transport, the earning of our railways have risen from 17.3 millions sterling in 1854 to hard upon 62 millions in 1880; and the tonnage of registered steam-vessels, exclusive of river steamers employed in the foreign and home trade, has risen

from 61,000 tons in 1854 to 2,594,000 tons in 1880. The men employed, exclusive of masters, were 4,330 in the former year, and 84,301 in the latter. The increase in the twenty-six years has been three and a half fold for the land transport, and four and one-third fold for the sea transport. The increase of population in the period has been at the rate of 133 per cent.

In this glance at the past century of our national life, the milestones, although only here and there visible, are yet sufficient to met out distinct points in the path of progress. It is now just a hundred years since the steam-engine was born, being called into active life by the gift of the crank. Since that time the population of Great Britain has been multiplied five-fold. And to that teeming and energetic race has been given, year after year, the ever-growing service of a power which at the present moment is more than that of seven and a half million of horses—of horses with which the noblest of quadrupeds cannot compare in either regularity, durability, or speed; horses which, if we only credit with the nominal value of their work, cost less than a shilling for every pound that they earn. How petty is the value of fiscal regulations or financial theory when compared to the action of such a mainspring of national wealth!

#### LOCAL AND GENERAL.

The French mail steamer *Sindh* arrived here shortly after eight o'clock this morning, but our *Straits Times* has not come to hand.

The Cricket Season will be inaugurated this afternoon with the usual opening match *First versus The Remainder*. Play will commence punctually at two o'clock, "the majority" taking the first innings. A photograph of the players, and members of the club, will be taken on Saturday about 3 p.m.

The German bark *Phoenix*, Captain Grif, which arrived here from Hamburg this morning, reports having experienced a heavy typhoon on the 2nd instant in latitude 14 North, long. 113.20 East. Wind beginning from the North changing to the West and S. and veered round to W. through E. This is the same storm which was reported by the *Fleets Castle*, and the vessels were very nearly in the same position, the "Castle" reporting lat. 14 N. long. 114 E.

The native papers of Hongkong may copy the following paragraph with possible advantage to the persons whom it may interest:—The health of the labourers on the Panama Canal Works is very bad and the rate of mortality very large. The work is advancing very slowly and there is nothing to show for the money expended. It is generally believed in New York that the canal will never be finished.—*L. & C. Express.*

The latest news from Tunis reports that a French advance upon Kairwan is momentarily expected. Kairwan is a decayed town, situated in a marshy plain about 80 miles south of Tunis. It is surrounded by a brick wall, surmounted by four towers, which can offer but little opposition to the French artillery. The town has a population of about 12,000 inhabitants, and contains some 50 ecclesiastical structures, of which the Okbah Mosque, one of the most sacred of Islam, is compassed by a quadrangular wall, and is celebrated for its numerous ancient pillars of marble, granite, and porphyry. The manufactures of Kairwan are principally saddlery and sandals, and it has a prosperous trade in furs.

The British steamer *Lorne*, Captain McKechnie, which arrived here this morning from Singapore, 23rd ult. reports that on the 3rd instant the steamer fell in with a heavy gale lasting 31 hours, and was hove to for some time in consequence; at 2 a.m. on the 4th the barometer was 29.52, and by 9 a.m. had risen to 29.73 and gale moderated; but the hard weather met was accompanied by torrents of rain. Thence to port strong Easterly current and fresh breeze. On the day after leaving port a coolie, passenger to Swatow, jumped overboard; the vessel was promptly stopped and a boat lowered; and after the would-be suicide was got on board he was put in irons to save further trouble and handed over to the Water Police on his arrival at this port.

The *Minatitan*, reported a few days ago as having been seen dismasted in the Formosa Channel has been towed into Amoy by a Chinese gunboat.

A telegram dated London, October 5th, announces that the negotiations for the Treaty of Commerce with France have been adjourned until the 24th instant.

The British steamship *Glenorchy*, Captain Quartly, which arrived here this morning from London, &c., reports:—Left London 27th August and experienced moderate weather; passed Gibraltar 2nd September and Malta 6th, arrived at Port said 10th. Left Suez 11th, with light winds and very warm weather to Cape Guardafui which was passed on the 18th; experienced strong S.W. monsoon with very heavy sea up to Point de Gallo, which was passed on 24th September; from thence to Achene Head had moderate S.W. winds; calm sea and variable winds, thence to Singapore, where we arrived on the 30th ultimo. Left Singapore 1st inst., and experienced strong S.W. monsoon and heavy sea to lat. 19 N., long. 113.30 E. from thence to port wind veering round to N.E. with squally weather.

What might have been a serious accident happened in the Queen's Road East this morning about half-past seven. A pony chaise, containing two ladies, was being driven westward, accompanied by a gentleman on horseback, who was riding a little way in advance. When nearly opposite the Asile de la Sainte-Eufance, a Chinaman who was plodding along in the middle of the road, apparently indifferent to, or oblivious of, the repeated warnings shouted out to him, was cannoned against, and barely escaped being knocked down by the horseman, the man, then losing his head, he threw himself right under the feet of the pony in the chaise. Fortunately the animal was going very slowly, and the chaise a very light one, so that although the wheel passed over his leg, he escaped with only a slight abrasion. The stupidity of the Chinese in all matters relating to regulating street traffic forms one of the greatest nuisances in this Colony, and it seems that nothing can be done to induce them to walk on the side paths instead of in the middle of the road. The tramways will cause some trouble, if they ever become a permanent institution in Hongkong.

#### HONGKONG RACES, 1882.

The annual Meeting of Subscribers to the Race Fund was held in the Hongkong Club yesterday afternoon. The following gentlemen were present:—Hon. P. Ryrie, Hon. W. M. Deane, Messrs. A. Coxon, Hoppius, De Courcy Forbes, Darby, Woodhouse, C. P. Chater, J. T. Chater, J. Thurburn, F. D. Sassoon, W. M. Morgan, Tripp, Legge, E. George, Haswell, Khan, Schwoblin, McCulloch, Auton, McClymont, Grant, Reiners, R. Steil, Francis, Dr. Ayres, and Lieut. Friend, clerk of the course.

Mr. Atwell Coxon, proposed by Mr. Forbes, seconded by Mr. Hoppius, was unanimously voted to the chair. The minutes of the previous meeting were read and confirmed, and the Chairman stated that the balance in hand amounted to \$178.47. The subscription last season amounted to \$8,836.60, and the expenditure to \$8,358.13.

Mr. Morgan asked if that was all the money they had, and the Chairman replied that it was, and that they had nothing to do with any old fund. The accounts were then duly passed.

The Chairman said the next business before the meeting was to elect the stewards for the ensuing race meeting. He begged to propose that is Excellency the Governor, his Excellency the Major-General, the Officers commanding the Troops, Commodore Cuming, and Colonel Geddes, be invited to become stewards, which was seconded by Mr. Jackson and carried unanimously.

Mr. Morgan proposed, and Mr. Kahn seconded, that the Hon. P. Ryrie, the Hon. E. B. Johnson, Messrs. Coxon, Forbes, Hoppius, Jackson, Darby, and Sassoon, be elected stewards, which was carried unanimously.

Mr. Forbes proposed that rule 10 be amended by the substitution of "14 hands and under" for "13 hands 3 inches and under," the alteration to take effect after the next meeting. He said he made the proposition in order to give every one the chance of

buying a big griffin if they wanted one. At present no one bought a big pony because they were not eligible. He proposed that the height be 14 hands and under, the alteration to take effect after the meeting of 1882, and if the proposal was adopted it would place us on the same footing in this matter, with the Shanghai Race Club. Mr. T. Jackson seconded, and the meeting unanimously adopted the alteration.

The Chairman said he had pleasure in informing the meeting that Mr. Thurburn had kindly consented to act as Treasurer.—(Applause.) He had the painful duty of informing them that this was the last time they would see the noble sportsman on his left (Mr. Friend) before them, and he thought they would all agree with him in saying that a better fellow and better clerk of course never existed. They all deplored his loss deeply.—(Loud applause.)

Mr. Friend briefly thanked the Chairman and the meeting for their appreciation of his services.

Mr. Morgan said he did not know whether he was in order, but he wished to make a few remarks. Mr. Hoppius, one of the stewards who represented the German community, was present, and he was authorised by that gentleman to make a proposal which he appeared of. As they all knew, the German community annually presented without exception the best cup of the meeting.—(Hear, hear.) It was very necessary that the German Cup should be run for in a wholesome, proper, and fair racing spirit. He wanted to make a race of it, the race of the meeting. He had heard accidentally that the Germans had presented the cup specially for subscription griffins without, however making any proviso or conditions, leaving it to the stewards to make their own terms. It then resolved itself into this, that the matter was left in the hands of two or three of the stewards, who did not represent the feeling of the owners of the thirty-eight griffins and who were apt to be cantankerous or narrow-minded. He would like to see the Germans make their own conditions and bye-laws. They had not done so, but left it to the stewards. His proposition was this—"that the race should be a forced entry of \$10 for every subscription griffin, and the second and the third pony get a certain proportion of the money." He wished to see a good honest race for the German Cup, and he was sure that the adoption of his proposal would lead to good results. He thought the cup was sufficient for the winner to run away with, and he would leave the money for the others. Fortunately, Mr. Hoppius, who represented the German community, was on the committee. What they wanted was a fair, open, good, wholesome race for the cup, nothing less.

Mr. Legge begged to second the motion, adding that he thought the entrance money should be divided into 70 per cent. for the second, and 30 per cent. for the third. He thought that was what Mr. Morgan meant, and that being the case he had much pleasure in seconding Mr. Morgan's suggestion to the Stewards, for, in his opinion, that was all it amounted to.

The Chairman said he was sure Mr. Morgan's proposition would receive every consideration from the Stewards. However, they knew nothing at all about the cup at present.

Mr. Morgan said he would prefer the matter being settled now, because he did not want it mixed up by two or three unfortunate Stewards. There was a great deal in a crowd, but when it resolved itself into a matter of two or three their minds were so small they could not imagine, they could not go—

The Hon. P. Ryrie submitted that Mr. Morgan was not in order in making the observations he had done. The observations respecting the Stewards might just as well have been left unsaid.

Mr. Morgan replied that the hon. gentleman had made a mistake. They were not going to have the same sort of thing as they had before (cries of "order.") He wanted an answer to his proposition.

The Chairman said the question could well be left to the Stewards. He then asked if there were any further suggestions to be brought forward, and receiving no answer, declared the meeting ended.



## THE FATAL ACCIDENT AT MURRAY BARRACKS.

The inquiry into the death of the China boy Yan Apang, was resumed at the Magistracy yesterday afternoon before Mr. Woodhouse, Coroner, and the same jury.

John Ashton Papillon deposed—I am Colonel Commanding the Royal Engineers in this colony, and as such am responsible for the maintenance of the whole of the military buildings. There is a quarterly inspection of these buildings made by an officer deputed by me. It is held early in the quarter. Should an officer be unable to make the inspection I depute a clerk, or one of the foremen of works to perform the duty. The object of the inspection is to see that they are properly looked after by the troops occupying them, and that they are kept in good repair. An officer of the Regiment goes round with the officer told off to inspect the buildings. There is an officer of engineers whose special duty it is to undertake these inspections, unless he is, with my knowledge otherwise engaged. The officer last quarter was Lieut. Friend, and up to that time Major Palmer had been in charge of this duty. I am unable to say who carried out the duty last quarter, as I was absent in Singapore. Should an engineer officer be unable to attend the quarterly inspection it is the custom in the Army for the regimental officer not to accompany any one else who may be deputed for the duty. As an almost invariable rule an officer of the R.E. makes the inspection. They receive no written instructions, but have a general order to go round and see to the stability of the buildings, and whether repairs are needed. The officer is supposed to go into every room, and to make a thorough inspection of the whole of the buildings. The last inspection was made some time in July. After inspecting, the officer sends in a detailed report of repairs he considers necessary. I use my own discretion in acting on these reports. I have only a limited sum at my disposal for repairs, and have no special authority from the War Office to exceed that sum; but in an emergency I should consider it my duty to exceed the amount, and afterwards obtain approval for so doing. It sometimes happens that I have to postpone repairs which are reported as necessary. I visited the scene of the accident about two hours after it occurred. I cannot tell what caused the chimney to fall down. There was nothing the matter with the chimney so far as I know, nor can I say what caused it to fall. Here is a plan of the buildings. (Col. Papillon handed in a plan, and pointed out the situation of the chimney, and the pantry of the mess). The chimney stack was an ornament, and not a proper chimney, as it had no flue attached to it. It appears to have been supported by the rafters and other woodwork of the roof. This plan was made in 1875, and certified by Mr. Macnamara, a surveyor of the R.E. Department. I am unable to say what caused the fall of the chimney, and I have formed no opinion on the subject. It is a most extraordinary thing. I have seen the debris, but it gives no clue. There are no traces of white ants in the woodwork, which seems to be Manila hard-wood. I have no theory as to the cause of the accident. I have no doubt that the fall of the chimney killed the poor man. The timbers were very strong, and as the chimney was only two feet nine inches above the ridge of the roof, I do not consider that the wind and rain of the previous night enough to have caused the accident. The best idea I can give is that the brick work of the stack being supported by timber, the wood must have rotted by exposure to the rain. It had never been reported unsound, or I should have taken steps to remedy any defects. The most careful inspection would not have revealed anything. I am not aware that the chimney was out of the perpendicular. The accident was not to be attributed in any way to the carelessness of the engineering department. I will examine the rest of the debris to make sure about white ants.

William Windrum, Lieutenant and Quarter-master of the Royal Inniskilling Fusiliers, said—When an officer of the Royal Engineers makes the quarterly inspection of the barracks, I invariably go round with him, and I frequently conduct the monthly inspections. I know the room in

which the accident has taken place; it is the pantry of the Sergeants' mess. I have never noticed anything wrong with the chimney in question, and to all appearances it was in a perfectly sound condition. I never even heard a remark or rumour that anything was wrong with it. I have not closely examined the debris, though I have seen it, and no trace of white ants were visible. I believe the last quarterly inspection was made by the foreman of works, and I accompanied him during part of the inspection in Murray Barracks.

The Coroner said he thought it would be advisable to act upon Colonel Papillon's suggestion, and adjourn the inquiry, so that they might have the result of the examination. The chimney evidently must have fallen from some cause, and it would be as well to investigate the matter until that cause was found out. The inquest would therefore be adjourned until 2.30 on Saturday afternoon.

The following items are from the *London and China Express* of the 2nd ult.:—Notice appears in the *London Gazette* that the medals and clasps awarded to the officers and crews of H.M. ships *Charybdis* and *Hart* for operations up the Lingie and Likut River, Perak, in 1874, are now in course of distribution. Application is to be made to the Accountant-General of the Navy.

It is reported that prior to the departure of the Chinese cruisers *Chao Yang* and *Yang Wei*, from Plymouth, two seamen belonging thereto, slipped ashore without leave and stayed for some hours. On returning on board the temporary deserters were court-martialled, and the sentence of the Court, over which Admiral Ting presided, was that the offenders should be put in irons until after leaving English waters, and then decapitated.

Colonel W. Crossman, C.M.G., R.E., been appointed by the War Office to proceed on a tour of special service for the purpose of inspecting and reporting upon the arrangements which have been made in our principal colonies for their protection by means of submarine defence. Colonel Crossman will proceed first to Hongkong, and will afterwards visit other colonies, and inaugurate, where it is necessary to do so, a proper system of torpedo defence.

In the Tea Market, at the recent reduction in prices, more disposition has been shown by dealers to replenish stocks. The increasing dearth of money is not unfavourable, as it will, doubtless, help to check shipments from China. With the steady increase in the consumption of Indian tea, of which nearly all grown comes to this market, there must be a lessened export from China. The deliveries for August are highly favourable, especially in the export department.

The agents of the Chinese Government have recently purchased from the firm of Messrs. Schwarzkopf, of Kiel, twenty fish torpedoes. The experiments made with these submarine machines proved very successful in showing their efficacy for the purposes of harbour and coast defence. Extensive orders for arms, ammunition, and other military as well as naval war material, have been given to German manufacturers, and negotiations for further supplies are pending.

Advices from St. Petersburg report that notwithstanding the Treaty just concluded, the Chinese Government have sent some thirty thousand colonists into the South Ussuri territory, and are evidently bent upon re-annexing the lost province. The Russian garrisons in those parts are about to be reinforced.

The Marquis Tseng has ordered from the Geographical Society of St. Petersburg a map drawn on blue satin of the Kuldja territory, as defined by the Treaty recently ratified. The map is to be finished before the Marquis's departure, and will be sent to Peking to be submitted to the Emperor of China.

A steamer of 5,100 tons, named the *Carthage*, built for the P. and O. Company, by Messrs. Caird and Co., has been launched at Greenock.

His Excellency the Chinese Minister at Berlin, Li-Fong-Pao, has made a journey to Vienna to present his credentials at the Court. The letter which H.E. Li-Fong-Pao delivered to the Emperor of Austria was not written by the Chinese Emperor himself, but

by his Chancellor, on a large sheet of yellow silk in Chinese characters. The letter was framed by a member of the academy of learned men in the classical Mandarin style. The letter, after the customary greetings, states that the Emperor of China wishes to make known the fact that China regards all nations of the world as one large family, who ought to live peacefully with one another. The Emperor accordingly desires also to live in peace with the large and mighty Empire "Au Quo" (Austria), and so forth. The writing bears no signature, but in place thereof the Imperial "chop" in an oblong square printed in vermilion. The seal bears the following words—"Ta Tzing, Houang Ei, Hu Pao" (in English—"Tzing, Emperor, Imperial great seal"). It is strange that the Chinese allow the same title of Houang-Li (Celestial ruler) of their own Emperor to the Emperor Franz Joseph, who is designated by the Chinese "An Quo Houang-Li, whereas the King of Italy is addressed merely as "Quo Wan" (King). The Emperor received the Chinese Minister on the 27th inst. Li-Fong-Pao addressed the Emperor in German, expressing the hope that the friendship between Austria and China, which had never been disturbed, might ever continue to increase, to the happiness and benefit of both nations. The Emperor made a suitable reply, and invited H.E. to a banquet, which took place yesterday. It is understood that the diplomatic relations now opened between the two Empires will exercise a favourable effect on their commercial dealings with each other. The Austro-Hungarian Government will as soon as possible endeavour to negotiate a Commercial Treaty with China on the basis of "the most favoured nation clause." Chinese Consulates are to be established at Vienna and Trieste. Between Trieste and Shanghai it is intended that there be a regular service of steamers of the Austrian Lloyd Line.

## LATEST COMMERCIAL INTELLIGENCE.

Friday, October 7th, 1881.

One o'clock P.M.

Business on the Stock Exchange is quite at a standstill. Here have been a few sales of Chinese Insurance shares at 307½, an advance of 2½ on the old quotation, and nothing else has come under our notice. Banks are offering at 114 per cent. premium for cash, but no transfers have been effected up to the time of going to press. All other shares remain *in statu quo*.

## Shares.

Hongkong and Shanghai Banking Corporation Shares—114 per cent. premium, Sellers.  
Union Insurance Society of Canton—\$1,675 per share ex dividend.  
China Traders' Insurance Company's Shares—\$1,600 per share.  
North China Insurance Company—Tls. 1,125 per share.  
Yangtze Insurance Association—Tls. 830 per share.  
Chinese Insurance Company, —\$307½ per share, Sales.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company Shares—\$375 per share.  
China Fire Insurance Company's Shares—\$285 per share.  
Hongkong & Whampoa Dock Company's Shares—43% premium, Sellers.  
Hongkong, Canton & Macao Steamboat Company's Shares—\$25 per share premium, Sellers.  
China Coast Steam Navigation Company—Tls. 162 per share.  
Hongkong Gas Company's Shares—\$85 per share.  
Hongkong Hotel Company's Shares—\$114 per share.  
China Sugar Refining Company, Limited—\$160 per share, Bayers.  
China Sugar Refining Company (Debtors)—3 per cent premium.  
Hongkong Ice Company's Shares—\$127½ per share, Sellers.  
Hongkong & China Bakery Company Limited—\$50 per share.  
Chinese Imperial Government Loan of 1878—1½% premium, Ex Int.  
Chinese Imperial Government Loan of 1881—3½% premium.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

Oct. 6, *Marie*, German bark, 428, Hendowaldt, Whampoa 4th October, General.—Chinese.  
Oct. 6, *Ningpo*, British steamer, 761, Cass, Canton 5th Oct.—Siemssen & Co.  
Oct. 6, *Anna*, German bark, 350, Davidson, Newchwang 20th Sept, Beans.—Wieler & Co.  
Oct. 6, *Dido*, Austro-Hungarian, str., 815, Gutmann, Bombay 9th Aug, General.—Melchers & Co.  
Oct. 7, *Sindh*, French steamer, 3,256, P. Jequerre, Marseilles 4th Sept, Naples 6th, Port Said 10th, Suez 11th, Aden 16th, Gallo 23rd, Singapore 30th, and Saigon 3rd Oct, Mails and General.—Messageries Maritimes Co.  
Oct. 7, *Glenorchy*, British str., 1,775, B. Quarterly, London 27th August, and Singapore 1st October, General.—Jardine, Matheson & Co.  
Oct. 7, *Anger Head*, British steamer, 1,299, A. Roper, Saigon 30th Sept, General.—Douglas Lapraik & Co.  
Oct. 7, *Hoihow*, British steamer, 895, T. Shaw, Canton 6th Oct, General.—Butterfield & Swire.  
Oct. 7, *Rumbler*, American bark, 1,018, J. S. Walsor, Newcastle 6th Aug, Coals.—Arnhold, Karberg & Co.  
Oct. 7, *Kassa*, British bark, 312, John Brown, Newchwang 22nd Sept, Rice, &c.—Chinese.  
Oct. 7, *Laurens*, Amer. ship, 803, A. Suow, Hamburg 19th June, Iron and Matches.—Melchers & Co.  
Oct. 7, *Lorne*, British str., 1,034, McKechnie, Singapore 28th Sept, General.—Captain.  
Oct. 7, *Palrochus*, British str., 1,650, M. R. White, Singapore 28th Sept, General.—Butterfield and Swire.  
Oct. 7, *Phoenix*, German bark, 683, F. Gruff, Hamburg, 23rd May, General.—Arnhold, Karberg & Co.

## DEPARTURES.

Oct. 6, *Nona*, German str., for Macao.  
Oct. 6, *Fu-yew*, Chinese steamer, for Canton.  
Oct. 7, *Cheong Hock Kian*, British str., for Singapore.  
Oct. 7, *Thales*, British steamer, for Coast Ports.  
Oct. 7, *Wagrien*, German schr., for Newchwang.  
Oct. 7, *Keelung*, British steamer, for Swatow.  
Oct. 7, *Kestrel*, British gunboat, for a cruise.  
Oct. 7, *Miramar*, British steamer, for Singapore.  
Oct. 7, *Geelong*, British steamer, for Singapore.  
Oct. 7, *Hoogly* Amer. ship, for New York.  
Oct. 7, *Malacca*, British steamer, for Yokohama.  
Oct. 7, *Hoihow*, British steamer, for Shanghai.

## PASSENGERS.

## ARRIVED.

Per *Dido*, Austro-Hungarian str., from Bombay, 2 Chinese.  
Per *Anger Head*, British steamer, from Saigon, 300 Chinese.  
Per *Glenorchy*, British steamer, from London and Singapore, Mr. Mulbs, and 190 Chinese for Hongkong; and Mr. Bulwer for Tientsin.  
Per *Sindh*, French steamer, from Marseilles for Hongkong.—Messrs. Thyen, Greig, Gratton Cass, Constantin, Lieuts. Ferrera d'Almada, and Abazo; from Singapore, Messrs. Owen, Cermese and son, A. J. Smith; from Saigon, 61 Chinese, Mrs. Ricon, Sisters Vitaline and Augusta. From Marseilles for Yokohama.—Messrs. Walker and servant, Guérinon, Mitchell, Domerque; from Naples, Mr. Juselvini; from Singapore, Mr. P. Wolfers; from Marseilles for Shanghai.—Mgr. Tagliabue, 13 Missionaries, Messrs. Mac-Weigh, and Barkhan, Sisters Francoise, Vincent, Marie, Josephine, Margagh, Messrs. Rosa Monti, and Adela Castelnovo.

## SHIPPING REPORTS.

The M. M. Steamer *Sindh* reports fine weather throughout. Latterly experienced strong S.E. winds.

## MacEwen Frickel &amp; Co.

GENERAL STOREKEEPERS, &amp;c.

## HAVE FOR SALE.

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John Moir & Sons', Celebrated Household Stores.

American Stores of all descriptions.  
Huntley & Palmer's BISCUITS & CAKES, BUTTER, Danish & French, Philippine & Canada's PATES &c., CHUTNIES & CURRY POWDER, TEYSSONNEAU'S FRUITS in juice.

COFFEE, SUGAR, &c., &c.  
Wines, Spirits, &c.  
CUTLER PALMER & Co.'s "CARTE BLANCHE," HEIDSIOCK & Co.'s MO-NOPOLE, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET, MUMM'S (Jules) CHAMPAGNE pts. and qts.

NEYEN'S (Boden) BOUZY, pts. and qts.  
EXTRA SEC. quarts.  
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE CLUQUOT SARDIN, pts. and qts. Theophile Roederer & Co.'s VERZENAY MOUSSEUX, pts. and qts.  
Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHATEAU MOUTON LORMONT, pints, and quarts.  
ARAUZAN (Chateau), pints and quarts.  
ERMITAGE LUDON THIBOUF (Chateau), pints and quarts.  
CHATEAU LAROSE (Gurcier & Adet's), pints and quarts.  
CHATEAU LAFITE, pints and quarts.  
IRES GRAVES, pints and quarts.  
BREAKFAST CLARET, pints & quarts.  
OLD INVALID CLARET.  
St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.  
Chambertin, Chablis (White), Liebfraumilch, Hockheimer, Niersteimer, Steinberger Cabinet, Radesheimer Berg, Konin Victoria, Berg, Chateau Yquem, G'and Vin, Haut Sauterne Marsala, Saccone's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Cutler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.  
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Cutler Palmer & Co.'s Brandy, Rouyer Guillet & Co.'s Brandy, 1 to 4 stars; Finest Old Bourbon Whisky, highly recommended, Kinahan's LI Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky; AVH Gin, Swaine Board & Co.'s Old Tom Gin; La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Ouzo, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.  
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.  
PILSENER BEER, in quarts.  
DRAUGHT ALE and PORTER, by the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogsheads.

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